

Dec. 17.

SIX VESSELS AT T WHARF.

OFFSHORE VESSELS AND MARKET
BOATS ALL HAVE GOOD
CATCHES.

A half dozen fishing crafts were at T wharf this morning, all coming in after a hard time during the recent blizzard and being buried in icy coverings. Four of them were from off-shore, one from the Maine coast and one from off here.

The offshore vessels have good catches, ranging from 30,000 to 53,000 pounds, the latter amount going to the credit of sch. Stiletto, Capt. Lewis Carritt, which had been fishing off Liscomb, N. S.

Sch. Raymah, Capt. Felix Hogan, after another of her quick trips, has 40,000 pounds. Sch. Fannie E. Prescott hailed for 30,000 pounds and sch. Speculator for 37,000 pounds. Some of the crafts arrived in time to sell yesterday.

Of the market fleet, sch. Ethel B. Penney, which had been fishing in Rockland bay, and whose close call from losing her skipper and also from being lost on the back shore of Cape Ann, is told in another column, had 28,000 pounds, an extra fine shore boat catch for this season of the year and she will stock big, having sold at yesterday's figures.

Sch. Hortense, from off here, had a small fare.

The market was off a little this morning, but prices are good just the same, haddock bringing from \$3.65 to \$4.50, large cod, \$3.75 to \$4.80, hake, \$3 to \$4 and pollock, \$3.

Boston Arrivals.

The fares and prices in detail are:

Sch. Raymah, 38,000 haddock, 2000 cod.

Sch. Speculator, 23,000 haddock, 8000 cod, 3000 hake, 3000 cusk.

Sch. Hortense, 3000 haddock, 200 cod, 200 hake.

Sch. Stiletto, 20,000 haddock, 20,000 cod, 10,000 hake, 3000 pollock.

Sch. Ethel B. Penney, 18,000 haddock, 7000 cod, 2700 hake.

Sch. Fannie E. Prescott, 15,000 haddock, 10,000 cod, 5000 cusk.

Haddock, \$3.65 to \$4.50 per cwt.; large cod, \$3.75 to \$4.80; market cod, \$3 to \$3.75; pollock, \$3; hake, \$3 to \$4; cusk, \$2.75.

HERRING SCARCE.

Most of the Hunter Fleet Seeking Fish
Elsewhere.

Advices from Bay of Islands, N. F., dated December 14, state that herring have slackened off during the last three days and that very few fish were taken the early part of the week.

Most of the vessels that were in the Humber have moved out, following up herring reports, the latter being numerous.

The weather remains pleasant and cool, but not cold enough, however, to freeze herring.

PUT IN FOR INFORMATION.

Revenue Cutter Androscoogin Then
Resumed Coast Patrol Duty.

The revenue cutter Androscoogin, which has been on a storm patrol trip between Portland and this port during the recent gale and blizzard, put in here yesterday afternoon, and on learning that there had been no report here of crafts in distress in this vicinity, put to sea again, to continue patrol work, heading for Portland.

Riverport, N. S., Stocks and Shares.

Sch. Yukon gave a dividend of \$4,590 to shareholders, Parana, \$4,400; Montana, \$2,816; Revenue, \$6,200; Alma Nelson, \$4,800. The above vessels are among the leaders of the Riverport, N. S., salt bank fleet the past season.

The following are some of the crew shares of the leading salt bankers of the Riverport, N. S., fleet for the fishing season: schs. Ambition, \$515; Revenue, \$589; Assurance, \$506; Parana, \$472; Alma Nelson, \$500; Montana, \$420.

Formosa Encouraging Fisheries.

The Formosan government has planned to spend \$21,500 this fiscal year for encouraging fisheries. An expert is to be sent from the Department of Agriculture and Commerce to take charge of the industry. The plan is to extend the fishing sphere to the southern Chinese waters in the near future; and the expert is to direct this work in co-operation with the authorities of Formosa and Japan. An oil-motor boat has been built, and several kinds of improved nets purchased.

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NO FISH ARRIVALS SINCE WEDNESDAY

MARKET BOATS WENT OUT THIS
MORNING, BUT MOSTLY
RETURNED.

It is the same old story here in the fish line that it has been since last Wednesday—no arrivals with fish. The wind is still in the west and it looks fair.

All the big fleet of market boats that has been safely tied up here during the gale went out during the night, their skippers hoping to get a chance to put over their dories today. It is still blowing quite a bit outside, but some of them may get in a short set, although a number came back to their wharf berths before 8 o'clock without doing any fishing.

The vessels bound home here from the treaty coast of Newfoundland with herring cargoes have evidently encountered the storm and against its westerly strength have been making slow progress. It is thought that some of them must have been close here when the snow shut in thick Thursday night and hauled off. If so they should be showing along today.

Sch. Meettacomet of the pollock fleet arrived just before noon with a fare of 4000 pounds of pollock, being the first fish receipts since the storm and blizzard.

Today's Arrivals and Receipts.

The arrivals and receipts are as follows:

Sch. Meettacomet, shore, 4000 lbs pollock.

Vessels Sailed.

Sch. Eugenia, haddocking.

Sch. Ida S. Brooks, haddocking.

Sch. Emily Cooney, haddocking.

Sch. Mary E. Cooney, haddocking.

Sch. Maud F. Silva, haddocking.

Sch. Matthew S. Greer, haddocking.

Sch. Mary B. Greer, haddocking.

Sch. Rebecca, haddocking.

Sch. Motor, haddocking.

Sch. Thomas J. Carroll, haddocking.

Sch. Flora J. Sears, haddocking.

Sch. Edith Silveira, haddocking.

Sch. Manomet, haddocking.

Sch. Hortense, Boston.

Sch. Indiana, Newfoundland herring trip.

Sch. Thomas Brundage, pollocking.

Sch. Hope, pollocking.

Sch. Grace Otis, pollocking.

Sch. Good Luck, pollocking.

Sch. Mabel E. Bryson, pollocking.

Sch. James and Esther, pollocking.

Sch. Saladin, Newfoundland.

Br. sch. Almada, Newfoundland, via

Louisburg, C. B.

Br. sch. Rigel, Newfoundland port.

Today's Fish Market.

Bay of Islands salt herring, \$4.50 per bbl., Bonne Bay salt herring \$3.75 per bbl., pickled herring \$5 per bbl.

Eastern deck headline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium, \$1.30; snappers, 50c.

Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.20 per cwt.; round pollock, \$1.15 per cwt.

Georges headline salt cod, \$5.25 for large and \$4.75 for medium.

Fresh round pollock, \$1.20 per cwt.; gutted \$1.30.

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Doomed to Extinction.

The clam business in Newburyport seems doomed to extinction. Years ago it amounted to 800 to 1000 gallons of shelled clams a day; now it is less than 100 gallons. The business of course has been overdone. The flats have been overworked. The clams have had no chance. Evidently the few clambers still trying to get a living from their industry, must quit and try something else. It is the same down Providence way, where millions of clam bakes have almost exhausted the supply of the indispensable ingredient. The clam is not quite so numerous as the sands in which it lives, but the diggers have always acted as if it were.—Lowell Courier Citizen.

Dec. 17.

GOOD MONEY FOR WHALING.

But the Crews Have to be Shipped
from Norway and Back Again.

St. John's, N. F., exchange says that Capt. Davidson and crew of Newfoundland, whaling steamer Hump were paid off a few days ago. It was a profitable season for the captain, whose share amounted to the handsome figure of \$2260, for seven months work. The captain also receives his travelling expenses from his own country to Newfoundland and return. The captain received a regular monthly salary and receives so much extra per whale, according to the quality of the fish. The Hump carried a crew of 11 men. The sailors received \$27 per month and a percentage for each fish, so that they had about \$300 coming to them. Whaling seems to be about the only fishery that Newfoundlanders cannot master; but many argue that they would become just as proficient as the Norwegians if they were given a chance. It seems strange that Norwegians must be brought here every year when Islanders are such adepts at other fisheries.

Portland Fish Notes.

Thursday the close time came off Nova Scotia lobsters. That means the business of Maine will be affected. Just how much cannot yet be told, but it will probably mean that thousands of lobsters will be rushed in from the provinces and thus drive the Fine Tree State crustacean from the major part of the market.

When the law comes off in Nova Scotia, it means that it is then legal to catch the lobsters. The open time is about six months, varying in the time of beginning and ending in different localities. Thursday night was, of course, too early to tell whether or not the season would be successful. It cannot be told yet whether many of the lobsters will be caught.

If the catch of previous years is any criterion, then there will be many thousands of the shellfish caught and brought to the United States. Of course the greater part of these will find their way to Boston, but even at that it will hit the Portland market. Portland now practically supplies the eastern part of the country so that if any lobsters from other points are brought into the market, this city cannot but be hurt. Just at present all the Portland dealers have as many lobsters as they want and the price is none too large, either.

Clam diggers were feeling more cheerful Thursday than they have for several days. The tides are now coming right so that the bivalves may be dug and goodly quantities are being received to satisfy the demands of the local trade.

Lunenburg, N. S., Fish Notes.

A petition addressed to the minister of marine and fisheries, asking for the establishment in Lunenburg of a dogfish reduction works, is in circulation and has already been signed by more than a thousand people.

There are two vessels on the stocks in Smith and Rhuland's yard. One is for Capt. Joshua Backman and the other is for Capt. Daniel Zinck. The latter will be launched the last of January. Work will shortly be started on fishing vessels for Capt. Clarence Myra, of Riverport, and Capt. O. P. Silver, of Lunenburg.

The Norway Fisheries.

The official figures for the codfishery in Norway this year show that, as compared with the previous year, there was a slight decrease in the number of cod taken, but a considerable increase over 1908 and 1907. The quantity prepared as stockfish was less, and the quantity prepared as split-fish was greater, while there was a decrease in the production of oil.

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Mackerel Imports.

The imports of salt mackerel at Boston to date have been 27,357 barrels, against 23,430 barrels in 1909, 38,350 barrels in 1908, 20,448 barrels in 1907, 34,168 barrels in 1906 and 36,161 barrels in 1905, to date.

Halibut Fare at Portland.

Sch. Colonial is at Portland today with 4000 pounds of halibut.

Fishing Fleet Movements.

Sch. Vanessa was at Halifax, N. S., on Thursday.

MANY ARRIVALS BUT LITTLE FISH

BOSTON DEALERS COULD EASILY
CARE FOR MUCH LARG-
ER QUANTITY.

There is not too much fish at T wharf this morning, although the fishing vessel arrivals number 22. Indeed it is doubtful if there is fish enough. Three of the big off-shore chaps from the eastward with fine fares are about all that saved the dealers, as what the market fleet has altogether would not go but a very short ways toward supplying the demand.

Sch. Onato has the banner trip, 80,000 pounds, about all cod and haddock. Schs. Harmony and Mary F. Curtis have trips around the 50,000 pounds mark, and about equally divided as cod and haddock. They will all three stock well.

Five of the bay netters have from 1500 to 7000 pounds each, and four of the pollock fleet hail for 5000 to 12,000 pounds.

The market boat trips range from 3000 to 19,000 pounds, most of them being small.

Prices are all right. Haddock sold from \$3.25 to \$4.75, large cod \$4.25 to \$5, pollock \$3 and hake from \$3 to \$6.

Besides what fish was on the vessels Saturday, the dealers bought on the exchange five boxes and 49 barrels of haddock, five boxes and 12 barrels of cod, four barrels of hake, three barrels mixed fish, three boxes of frozen butters and four boxes of frozen shad.

Last week was a hard one for the dealers at T wharf. Fish were scarce, prices were high and customers bought light. The outlook for this week is not promising, and another bad week is expected. Last week there were 94 fishing vessels at the exchange, with 1,460,800 pounds of market fish. In the same week of last year, there were 102 vessels, with 1,721,000 pounds. During the week there were also received by rail and steamer 923 barrels and 798 boxes of fish, while in the same week last year there were received 1048 barrels and 509 boxes of fish. Last week the market received 4860 boxes of smelts from the provinces, against 2029 boxes in the same week of last year. There are now several carloads of frozen smelts on the way here, some of which are expected to arrive today or tomorrow.

For the week ending Thursday night there were 84 arrivals at T wharf with 1,460,800 pounds of fresh fish against 102 arrivals with 1,781,800,097 pounds of fresh fish for the corresponding week last year.

Boston Arrivals.

The fares and prices in detail are:

Sch. Belbina P. Domingoes, 4500 haddock, 1100 cod, 300 hake, 2500 pollock.
Sch. Florida, 7000 cod.
Sch. Mary Emerson, 1500 cod.
Sch. Cherokee, 4000 cod.
Sch. J. F. McMorro, 5000 cod.
Sch. Mabel Bryson, 5000 cod.
Sch. James and Esther, 12,000 pollock.
Sch. Marguerite Haslins, 10,000 pollock.
Sch. Thomas Brundage, 5000 pollock.
Sch. Emily Cooney, 9000 haddock, 1500 cod, 2500 hake.
Sch. Good Luck, 10,000 pollock.
Sch. Onato, 48,000 haddock, 28,000 cod, 4000 hake.
Sch. Sadie M. Nunan, 13,000 haddock, 6000 cod.
Sch. Regina, 500 haddock, 1000 cod, 2000 hake, 2000 cusk.
Sch. Harmony, 25,000 haddock, 22,000 cod, 1000 hake.
Sch. Mary F. Curtis, 25,000 haddock, 26,000 cod.
Sch. Rose Standish, 12,000 haddock, 1200 cod, 1000 hake.
Sch. Clara G. Silva, 7500 haddock, 500 cod, 2000 hake.
Sch. Mary DeCosta, 3000 haddock, 5000 cod, 2000 hake.
Sch. Edith Silveira, 1500 haddock, 500 cod, 1000 pollock.
Sch. Olive F. Hutchins, 8000 haddock, 3500 cod, 2000 hake, 3000 cusk, 2000 pollock.
Sch. Flora J. Sears, 1000 haddock, 400 cod, 200 hake, 400 pollock.
Haddock, \$3.25 to \$4.75 per cwt.; large cod, \$4.25 to \$5; market cod, \$2.50 to \$4; pollock, \$3; hake, \$3 to \$6.

Stocked \$1540 on Quick Haddock Trip.

Sch. Raymah, Capt. Felix Hogan, stocked \$1540 as the result of her quick haddock trip at T wharf Saturday. Capt. Hogan is certainly doing it up in great shape this winter. He got his fare on the southwest part of Georges, being the first catch of haddock to come from that ground this season. He reports fairly good fishing but bad weather.

FREE GREEN FISH AND ITS RESULTS.

What Would Be Its Effect on the Industries of Gloucester?

To the Editor of the Times:—While political questions and candidates for municipal honors have recently taken up much of the attention of the voters, the question of free green fish and its effect on the industries of Gloucester, has been and is at present much discussed, and its importance is realized by our business and laboring peoples.

Taking advantage of the Times offer of the columns for a free discussion of the question, I desire to state a few facts bearing upon the subject and some conclusions based on the facts and some knowledge of the fishing industry, acquired in a 35 years connection with the business.

In the year 1885, when the reciprocity treaty with Canada was abrogated, and the present protective tariff went into effect, the fishing fleet owned and controlled in Gloucester, exclusive of boats under 20 tons, numbered 403 schooners with a gross tonnage of 28,673 tons.

The number of firms or fitting out establishments was 48.

On September 1 of the present year, the fishing fleet owned and controlled in Gloucester, exclusive of boats under 20 tons, numbered 181, with a gross tonnage of 18,877 tons.

The number of firms at the present time is 11, which includes one firm operating several vessels owned and controlled at Boston, and not included in the Gloucester fleet.

The fisheries have no inducement for our native population, and our fleet is manned mainly by non-residents, the bank and salt fishing fleet, with few exceptions, by fishermen from Nova Scotia and Newfoundland, a worthy and industrious class, but who contribute little to the support of our city or to business of our local merchants.

Of the 48 firms operating vessels in the year 1885, and those who have since succeeded them in the business, and have conducted the business wholly or mainly as producers, and depended upon the earnings for their vessels, the results proved financially disastrous to more than a third of the number, and with few exceptions, unprofitable.

Twenty-five years ago the shipping, or manufacturing and distributing branch of the fishing business, as conducted today, was but little developed, the dried fish being shipped whole in bulk for distribution.

To show the present condition of shipping branch of the business, as compared with 25 years ago, I will quote from the remarks of Mr. Carroll at the recent public meeting at City hall. Referring to statements made at the Democratic rally, the previous evening, he said: "But while admitting that there are not nearly as many firms in Gloucester today as there were 25 years ago, I deny emphatically that there is such a shrinkage as these gentlemen stated. They did not state, however, that the firms doing business today are doing more business in the manufactured boneless codfish line than all the firms operating here did 25 years ago, and again, I will state without fear of contradiction that the firms of Cunningham & Thompson pay out in labor more than twice as much every Saturday night as all the firms on the fort did 25 years ago."

There are at the present time 10 firms engaged in the shipping business, who own no vessels, and depend upon the local market for their supply of the raw product. Five of the largest of the 10 producing firms owning and controlling three-quarters of the fleet, are also largely engaged in this branch of the business.

Every department of this branch of the business gives employment to our own laboring people, and largely to the young people of both sexes, and the wages received are distributed among our own tradesmen.

The above facts show as the effect of the result of 25 years of the present protective tariff, our fleet, or producing branch of the fishing business has decreased more than one-half in numbers, firms have decreased from 48 to 10.

That the business has proved unprofitable to those engaged in it,

unprofitable to those engaged in it, and that the fisheries as an occupation gives little employment to our own population, and those engaged in it contribute little to the local business.

Of the shipping branch of the business at the present time 15 of the 20 firms engaged in the business, are wholly or largely engaged in this branch.

That the business has greatly increased and the 15 firms engaged in it are doing more business today than all of the 48 firms were doing 25 years ago, and that it gives employment to a large number of our laboring people of both sexes and contributes largely to the business and prosperity of our city.

The general opinion of those who are opposed to the admission of free green fish seems to be, that while it might not affect the shipping business, it would result in the loss or shifting to Nova Scotia, of a part of the fleet.

The non-producing firms claim that they are unable to secure the raw product to supply the demand, and that they have been seriously handicapped thereby.

While all would regret any considerable loss to our present fleet, their withdrawal might prove of advantage to their owners. It would not materially effect the business, as the fish caught by the same fishermen would still be landed in Gloucester and the labor of curing and preparing for market, would be done by our laboring people.

The great shrinkage in the fleet and the fact that for several years both the producing and non-producing firms have employed agents in Maine and in Nova Scotia ports to buy fish to supply their trade, would seem to prove the claim that the present supply is not equal to the demand.

While there seems to be little prospect of an increase in our fleet, the growth of the country and the increasing demand for both salt and fresh fish, and especially the development of the fresh fish business, indicate that our present fleet will not materially decrease, but will be engaged more largely in the future in the fresh fish branches of the business and in the shore fisheries.

Finally in the opinion of the writer, Gloucester will still continue as a producing and a shipping port, and the fisheries will continue as our chief industry, but that its future growth and development will be in the shipping branch of the business and that free green fish will greatly promote that growth and development, and the growth and prosperity of our city.

PROGRESS.

Dec. 19.

RIPPLE GIVEN TRIAL TRIP.

New Steam Trawler Exceeded Contract Requirement for Speed.

The steam trawler Ripple, the third fishing boat of its kind built by the Fore River Company for the Bay State fisheries company, had her trial trip Friday, and made a splendid showing. Built to make 11 knots, the Ripple maintained an average speed of 12 knots for four hours and succeeded in reaching a speed at one time equal to 13.2 knots. Her machinery worked fine and everything about the boat was a success.

The Ripple was in command of Capt. Jerome Gray and when she returned from the trip, the officials of the shipbuilding company announced they had received a contract to build the fourth trawler for the Bay State company. The new ship will be called the Crest.

Dec. 19.

The Herring Fleet.

Sch. Arthur James, bound home from Bay of Islands, N. S., with a cargo of salt herring, was at Canso, N. S., Thursday.

Sch. Effie M. Prior sailed from here Sunday for Bay of Islands, N. F., for a load of frozen herring.

Schs. Saladin and Rob Roy sailed from here on their second herring trips this season, on Saturday.

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ONE CARGO OF SALT HERRING.

SOME MARKET BOATS HAVE FEW
FISH AND MAY DECIDE TO
SELL LATER.

One lone arrival here since last report is all that can be said this morning. Quite a fleet of the market boats are in for harbor, but the only craft to come in from the eastward is sch. Atalanta, Capt. Richard Wadding, from Bonne Bay, N. F., with a full cargo of salt herring.

Quite a number of the Newfoundland salt herring fleet are due and should be along now most any time.

Some of the market boats which are in here this morning because there is no chance to fish have some fish on board, the result of one set. Some of them may land, while others may decide to keep on board what they have and get another set before marketing.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Atalanta, Bonne, Bay, N. F., 1050 bbls. salt herring, 160 bbls. pickled herring.

Sch. Thalia, shore, 4000 lbs. fresh fish.

Sch. Emily Sears, shore, 3000 lbs. fresh fish.

Sch. Mary E. Cooney, shore, 6000 lbs. fresh fish.

Sch. Walter P. Goulart, shore, 5000 lbs. fresh fish.

Sch. Stranger, shore.

Sch. A. C. Newhall, shore.

Sch. Galatea, shore.

Sch. Buema, shore.

Sch. Harriet, shore.

Sch. Manomet, shore.

Sch. Matthew S. Greer, shore.

Sch. Emerald, shore.

Sch. Frances P. Mesquita, shore.

Sch. Ida S. Brooks, shore.

Sch. Annie and Jennie, shore.

Sch. Rita A. Viator, shore.

Sch. Grace Otis, pollock seining.

Sch. Hortense, shore.

Vessels Sailed.

Sch. Effie M. Prior, Newfoundland frozen herring trip.

Sch. Rob Roy, Newfoundland frozen herring trip.

Sch. Hattie A. Heckman, eastern deck handlining.

Sch. Mettacommet, pollocking.

Sch. Hattie F. Knowlton, haddock-ing.

Sch. Stranger, haddock-ing.

Sch. Walter P. Goulart, haddock-ing.

Sch. Mary DeCosta, haddock-ing.

Sch. Frances P. Mesquita, haddock-ing.

Sch. Thalia, haddock-ing.

Sch. Clara G. Silva, haddock-ing.

Sch. Emily Sears, haddock-ing.

Sch. Ida S. Brooks, haddock-ing.

Sch. Annie and Jennie, haddock-ing.

Sch. Harriet, haddock-ing.

Sch. Mary E. Silveira, haddock-ing.

Sch. Matthew S. Greer, haddock-ing.

Today's Fish Market.

Bay of Islands salt herring, \$4.50 per bbl., Bonne Bay salt herring \$3.75 per bbl., pickled herring \$5 per bbl.

Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.

Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on.

Salt cusk, large, \$2.50 per cwt.; medium, \$2.

Salt haddock, \$2 per cwt.

Salt hake, \$2 per cwt.

Salt pollock, \$2 per cwt.

Splitting prices for fresh fish:

Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.

Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.20 per cwt.; round pollock, \$1.15 per cwt.

Georges handline salt cod, \$5.25 for large and \$4.75 for medium.

Dec. 19.

Lobsters From Nova Scotia.

The first shipment of lobsters from the provinces came in on the steamer Boston from Yarmouth yesterday. There were about 50 crates, the small shipment probably being due to the new lobster laws, which went into force recently, and to the storm.

Dec. 19.

MADE VERY QUICK HERRING TRIP.

SCH. ATALANTA WITHIN ONE DAY
OF EQUALLING LAST YEARS'
RECORD.

CAPT. WADDING HAS MADE TWO
TRIPS IN TWO MONTHS.

Sch. Atalanta, Capt. Richard Wadding, which arrived at this port early yesterday morning, from Bonne Bay, N. F., with a full cargo of salt herring, has made a flying trip indeed, and came very close indeed to equaling the great trip record of 17 days made by sch. Indiana last season.

The Atalanta left here late, on November 30, and proceeded immediately to Bonne Bay, not having any too good a chance along. When she got there, herring were exceptionally plentiful, and the vessel was loaded in double quick time, and lost no minutes in getting away for home.

Capt. Wadding kept the craft moving all right, and was six days from port to port. He didn't get a real good chance along until he struck the Cape Shore, and up that stretch of coast, with her hold full and 160 barrels of herring on deck, the craft made the most of the favoring wind, only to run into the recent gale in crossing the Bay of Fundy.

With the wind ahead, it knocked out

her fine chance of breaking the record, but Capt. Wadding kept the schooner coming, and came through it all without losing a barrel off deck, or starting a ropeyarn. Early this morning, she poked her nose in by Eastern Point, having made the round trip in the remarkably short time of 18 days, only one day behind the record of the Indiana.

Capt. Wadding has been doing a hustle in this Newfoundland herring fishery this season, for he was only gone a month on his first voyage, sailing from here October 18, and arriving November 18, and part of that time he was hung up after arriving down there, waiting for herring to strike in. But as it is, two herring trips in two months, including 11 days at this port, unloading and fitting out again, is certainly "going some."

Dec. 19.

FROST NOW AT BAY OF ISLANDS.

VESSELS NOW LOADING HERRING
NATURALLY FROZEN ON
SCAFFOLDS.

Advices from Bay of Islands, N. F., are to the effect that there is now frost there and some of the vessels have begun to load with frozen herring. This is the first real frost of the season.

There was a little spell of frost about ten days or more, but it was of very short duration and did not last long enough for the vessels to put any fish on the scaffolds. All last week the weather was somewhat colder than it had been previously and the captains felt that the frost would soon strike and their idea is confirmed by the news received that freezing weather is at last with them.

Dec. 19.

ANOTHER STEAM TRAWLER.

Four Craft To Be Built for Bay State
Fish Company.

A new steam trawler to be named Crest is planned by the Bay State Fish Company of T wharf, but not yet started. Like her predecessors, the Spray, Foam and Ripple, she will be built at Fore River shipyard, Quincy, but construction will not begin for some time. It will probably be late next summer before she will start on her regular fishing trips. A year ago the company had only the Spray in operation, and she had but a short time before begun to yield profit. Now the Foam is in service, and the Ripple ready to begin service. The Bay State Fish Company is one of the largest concerns in the fish business, and the steamers are the only ones of their type to be found on the Atlantic coast.

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Portland Fishing Notes.

It may be great fun to go deep sea fishing in the summer time, but if you want to have the real genuine bona fide experience of a deep sea fisherman you should have been on board either the schooner Hockomock or the Mertis H. Perry which arrived at Portland Friday morning early.

Capt. E. T. Brown of the latter craft said he does not know when he has passed such a night as he did Thursday. He and the Hockomock were in company, for both had been fishing in Rockland bay. They sought shelter in Boothbay as soon as the snow began to fall in the afternoon and they stayed there until midnight, when the moon came out clear and bright.

Anxious to get their fares into Portland early, they set sail for that port. It was no easy trip. In fact the two schooners had the hardest experience either of them has had this season. It was a continual battle with the waves. The spray dashed as high as the cross trees so that when the craft made port they were well iced up. The Perry proved the smarter sailer and was there several hours in advance of the other craft.

Both vessels had good trips. The Perry landed 25,000 pounds and the Hockomock 12,000, all of which were taken out at Commercial wharf.

Portland is now supplying a lot of the bait being used by the fishermen along the New England coast. Both herring and bluebacks are being sent from the plant of the cold storage company to all points.

One of the best stocks made by a Portland vessel in a long time is that of the sch. Eva and Mildred which arrived in Boston Thursday with a fare of 28,000 pounds of mixed fish. Her crew received about \$1200 for the trip.

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LOST GEAR BY STORM.

INCOMING FISHERMEN REPORT
THE GALE OF GREAT SE-
VERITY ON THE BANKS.

Tales of the late storm were told and retold at T wharf yesterday morning, and the captains of vessels that escaped some loss were congratulated. Some of the shore vessels made sets of their trawls Sunday, and then ran in with the few fish they got, the captains feeling sure that prices would be good.

Sch. Alice Lost Greater Portion of
Her Gear.

The knockabout Alice, Capt. Edward Russell, had worse luck than most of the other vessels. Capt. Russell had been to the south Georges, but had run up to the Channel grounds on Wednesday. Thursday morning before the gale struck off Chatham the crew of the Alice were able to put out their trawls, and more than 50 tubs were set out.

The gale came from the southeast, and Capt. Russell was obliged to run out to sea, and leave his trawls to fate. Saturday afternoon, late he returned, but there was no trawl or buoys in sight. The men went out, however, and grappled for the lines, and succeeded in saving about 20 of them, but the other 30 could not be found. This brings a loss to the vessel of more than \$300.

Sch. Onato Was Badly Iced Up in
Storm.

The big offshore fishing schooner Onato, Capt. Henry Larkin, was among the vessels at T wharf yesterday morning. Capt. Larkin had been fishing off Louisburg, N. S., and was on his way home Thursday, when the storm struck his vessel. The spray iced her from stem to stern and froze on the ropes and dories until the whole deck and everything on it was a mass of ice. The intense cold kept all who could be spared from active work on deck down near the stoves. Although it was mild weather Sunday, and the men had worked with axes and mallets, and had shoveled off the ice from the deck there were still heavy masses of ice over the dories and cables on the deck.

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Haddock Trip Stocks.

Sch. Esperanto, Capt. Frank Enslo, stocked \$1700 as the result of her recent haddock trip.

Sch. Siletto, Capt. Lewis Carritt, stocked \$1600 on her fare landed Saturday at T wharf.